





## INTIMATIONS

BROWN, JONES &amp; CO.

AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.

MONUMENTAL MEMORIALS.

Design and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. (1909)A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## SCOTCH WHISKY.

- A—THORNE'S BLEND, White Capsule \$10.80
- B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
- C—WATSON'S GLENORCHY MELLOW BLEND, Red Capsule, with Name and Trade Mark 12.00
- D—WATSON'S H.K. D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD LAGER SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Scotch Whiskies, of greater age than most brands in the market.

ABELOR-GLENORCHY is a very old Scotch Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED 1841.

Hongkong, 5th September, 1909.

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Telegraphic Address: A.S.W. Code, P.O. Box 20, Telephone No. 12.

## The Daily Press.

Hongkong, September 10th 1909.

In his speech in the House of Lords on the 1st August on the subject of railway concessions in China, while arguing generally against the giving of guarantees by the British Government, Lord Salisbury supplied at least one argument that tells very strongly in the opposite direction. "You must bear in mind," said the noble Lord, "that in all new countries English capital has hitherto not entered upon railway enterprise; you may say generally, without the assistance of a Government guarantee, unless in India, populated, wealthy, and, as it is, very rich in minerals; and since India has been made with a Government guarantee. In South America, where there is an enormous mass of British capital invested in the railways, in almost every case the undertaking was begun by the concession, or the promise from the Government, whichever it was, of a Government guarantee. You will get no guarantee of that kind from China; in the first place, because they do not very much wish for railways; and, secondly, because I do not think they have the money." In that case, why should not the British Government supply the guarantee? Because, says Lord Salisbury, the British Government cannot do so without departing from every tradition it has hitherto observed. Then let the Government depart from its traditions. But there is truth in tradition on the subject of depart from the use of the word in such a connection is altogether mistaken and unjustified. We have to deal with an absolutely new set of conditions, where we have neither history nor tradition to guide us and must rely on reason and experiment. Seeing that, as Lord Salisbury reminds us, railways have not been constructed even in India without a guarantee; that railways in China are an urgent requirement and would in all probability pay well; and that other Governments appear to be willing to give guarantees in order to secure railway concessions for their nationals; given all these conditions does it not seem desirable that the British Government should also be prepared to give guarantees, in order that the railways may be constructed with British capital, of British material, and remain as regards their working under British control?

Lord Salisbury says that if British capitalists come forward, Her Majesty's Government will do all in its power to obtain for them concessions for the work they undertake. That is all very well in its way, but it is a very small way. One would not look for a return of more than six or seven per cent. on the outside from a railway, and that does not afford sufficient inducement to capitalists to run the risks involved in making

a railway in a foreign country without a Government guarantee. In such case the capitalist is exposed to the risk of ruin if things go wrong, whereas to a Government the financial risk involved in a railway guarantee is a mere fleecy. Seeing, then, that railways in China are more important to Great Britain from the point of view of national interests than merely as a means of investment for capitalists it seems reasonable that the Government should assume so much responsibility as may be necessary to induce capitalists to come forward. Also it would be much easier for the Government to obtain concessions for itself, which it might subsequently hand over to a company, than to obtain them for a company in the first instance without any formal Government guarantee. If a company has to be formed in the first instance its plans must necessarily be disclosed, with the result that rival plans and rival routes are put forward, bribery is imported into the matter, and the result probably is that the final decision is not that which prudence and integrity would dictate. A Government, on the other hand, having made up its mind as to what is desirable, can secure it quietly and effectually, without encountering resistance, as France obtained the concession for a railway from Peking to Nanking, with a further undertaking that no line starting from Peking for any other point should be made by other than a French or Franco-Chinese company. Why should not the British Government in the same way obtain in its own name a concession for a railway from Kowloon to Nanking? Having obtained such a concession there would be no difficulty in getting a company to take it up with a very moderate guarantee. The matter is urgent, because if the French line from Peking to Nanking is constructed it will soon throw out branch lines and lead to the inception of other plans, so that by the time an unaided British company is ready to undertake the Kowloon line it may find the ground already cut from under its feet.

But after all, in effect, asks Lord Salisbury, does it very much matter? Replying to Lord Salisbury he asked him if he had satisfied himself that the construction of a railway in a country will give you political power in that country, and went on to say: "I do not know what precedent that very popular doctrine is founded. We have an admirable railway, the chairman of which is a well-known member of this House—the Smyrna railway. I believe that is one of the few Turkish lines which pay, but I never heard that the construction of that line by British capital, or its management by British directors, has given to England the slightest control over the Asiatic provinces of Turkey. If you come to examine it in detail I do not see how the railway can give to any foreign country a political power over China." We do not believe there is any real ground for the institution of preferential rates on foreign built railways (a point with which Lord Salisbury dealt in his speech), though even as to that it would be well to be on the safe side, and have the railways in our own hands as far as possible, but the ownership of all events certain of the projected lines of railway in China is of very real importance politically. The example of the Smyrna railway does not apply. Lord Salisbury might have instanced also the Manila Railway, which might perhaps have been considered more in point as being nearer to China. It is very little political influence that the Manila Railway, though a British owned line, has brought to Great Britain, while to the proprietors it has not proved remunerative. But how different would the case be with either the Smyrna or Manila line if it started from British territory. In that case they would carry British influence with them throughout their whole length, as would a British line starting from Kowloon, Shanghai, or any port where British interests preponderate. The language used in conducting the business of the line would in itself be a factor of no small importance, and we would prefer that the language should be English. In South China the race is between Great Britain and France. The latter is steadily extending her influence, with her necessities of territory and her railway and mining privileges, close up to our boundary, and if England wishes to preserve or extend her influence she must be up and doing. If railway communication with Canton be established by France before it is established by Great Britain the latter, if she does not find herself totally debased from railway enterprise in the South, will find her influence very seriously diminished both towards and commercially. A Colonial Loans Fund Bill is to be introduced in the Imperial Parliament to authorise the creation of a fund for the purpose of granting loans to colonies. Would it be too much for Hongkong to ask for assistance from this fund for the construction of a railway from Kowloon to Canton and thence to Nanking? The financial risk to the colony would be small, the possible benefits enormous.

There were 2,061 visitors to the City Hall museum last week, of whom 176 were Europeans.

The annual aquatic sports in connection with the Victoria Recreation Club commenced this afternoon at 4.45.

The Manila General House that some of the Luzon belonging to the religious order in Luzon have been leased to a Hongkong syndicate.

The United States Consul at Sydney informs the press that the following cablegram was sent to President McKinley on 12th August:—"Our prayer—Hold the Philippines." (Signed), American Consul.

The remains of the late Mr. Rawson Walker, British Consul at Manila, which had been temporarily interred in the Pan American cemetery, were exhumed on the 30th August and reinterred in the foreign cemetery at San Pedro Macoris. The whole of the English colony was present, and also Admiral Dewey.

It is stated, on very reliable authority, that an agreement has been concluded between the French and Chinese Governments whereby the French are to be allowed to use the docks and wharves at Foochow for the purpose of carrying out repairs to the ships of their fleet. Mr. G. C. Dwyer, the Freeport of that place was opened to traffic on the 2nd inst.

According to a telegram received by the German Consul from the Governor of Kiaochow, the Freeport of that place was opened to traffic on the 2nd inst.

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was applied to the colleagues' difficulty that the case was not reported. As at Antwerp, so at Cologne the next year, Mr. Britton was a notable figure, and to give him the due he got the officials out of more than one difficulty by his intimate knowledge of every man and the proper management. At Cologne he had a sharpish customer to deal with in Mr. Harry Connolly, of the Irish Cyclists' Association, but he seconded him. At Antwerp he had to deal with the Earl of Warwick, who was a very proper management. At Cologne he had a sharpish customer to deal with in Mr. Harry Connolly, of the Irish Cyclists' Association, but he seconded him. At Antwerp he had to deal with the Earl of Warwick, who was a very proper management.

**JUDGING AT CHAMPIONSHIPS.**  
Before closing my weekly budget I cannot help referring to the widespread dissatisfaction at Leeds has given rise to, more especially amongst followers of cycle racing in York-shire. This is not the first time complaints have been made about the placings, and it would certainly seem that the place had now arrived for the judgment to be placed in the hands of several competent officials, instead of trusting the whole of the responsibility in a single individual. So far the men come over the tape in those days that I have no hesitation in saying that it is almost impossible for one person to place the first three or four correctly when standing on a level with the riders and looking straight along the tape. In America the judges and referees are placed some six feet or more above the riders at the finishing point, and distasteful as it may appear to some of our cruder conservatives to adopt American methods, I am convinced that this is the better way for correctly judging a close finish. Pointed as much of the criticism of the recent judging has been, it is satisfactory to know that no single person has challenged the bona-fides of the disqualification of the judges in charge. Unless races can be judged with the greatest accuracy, all the work of handicappers and competitors would be lost. Before another season commences it is to be hoped that proper bodies for the judges, raised well above the track, will be made compulsory by a rule of the National Cyclists' Union.

**EFFECTS OF SPANISH BULLETS.**  
The terrible execution done by the Spanish bullets among our troops in Cuba, and which at first led to a severe reprimand of the Spaniards on the supposition that they had neglected the deed, is explained by the fact that they used rifles of small calibre, but allowing great initial velocity to the projectile. The Spaniards used by the Spanish army and the Krag-Jorgensen used by our regular troops are equipped with weapons of this character. It was to be expected that the bullets would be of the same calibre as the bullets used by the Spaniards. A careful examination of the bullets killed in the various engagements confirms these expectations, and the bullets of the same calibre as the bullets used by the Spaniards. The bullets of the same calibre as the bullets used by the Spaniards. The bullets of the same calibre as the bullets used by the Spaniards.

**SHIPPING REMOVALS.**  
The British steamer *Tachion*, from Bangkok 28th August, had light southerly winds and fair weather.  
The British steamer *Thyphoid*, from Straits 30th August, had light variable winds and fair weather throughout.  
The British steamer *Siam*, from Straits 27th August, had light and light S.W. wind, preceding rain.  
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**EXPORT CARGO.**  
Per steamer *Phoenice*, sailing on the 29th August, for London—725 packages tea, and 3,684 boxes tea, 1,267 boxes, and 64 packages tea from Amoy, 50 cases essential oil, 5 cases bristles, 9 cases glassware, 30 cases handkerchiefs, 20 cases condensed milk, 1,106 cases and 400 cases preserves, 100 boxes waste silk, 5 cases cases, 521 packages shells, and 29 packages sundries. For London and/or Manchester—139 boxes waste silk. For London and/or Hamburg and/or Antwerp—30 cases bristles. For Manchester—100 boxes waste silk. For Amsterdam—30 cases and 30 cases ginger. For Antwerp—30 boxes feathers. For Hamburg—30 boxes feathers, and 5 cases shells. For Fort Said—25 cases glassware.

**JAPAN FINE ART OUBROS.**  
**KUHN & KOMOR.**  
HONGKONG, YOKOHAMA, & KOBE.  
[2889]  
TO SHIPMASTERS.  
INQUIRE where your FINEST WATER LUTER is obtained by the WATER BROS. as FOUR is the name of the match of SHIPMASTERS on board ship.  
We are the ONLY WATER BROS. COMPANY in HONGKONG EXCLUSIVELY SUPPLYING FLUTTERED WATER BROS. [2889]  
J. W. KEW & CO.,  
SHIPMASTERS, WATER BROS. COMPANY.  
Hongkong, 19th October, 1893. [1271]

**INTIMATIONS.**  
**JAS. WATSON & CO., LD., DUNDEE.**  
WHISKY DISTILLERS.  
CAPITAL PAID UP.....£500,000.  
STOCKS 8,250,000 GALLONS.  
EXPORTS TO INDIA, CHINA, AND JAPAN, 24,000 Cases.  
Agents in Hongkong, Messrs. H. H. KIRCH & CO. [1474]  
(ESTABLISHED 23 YEARS).

**W. ROBINSON & CO.,**  
MANUFACTURERS AND IMPORTERS OF  
**HIGH CLASS PIANOS.**  
THE ONLY FIRM DEVOTING THEMSELVES ENTIRELY TO IT.  
NEW STOCK JUST ARRIVED. LOW PRICES WILL BE ACCEPTED.  
CASH OR EASY MONTHLY PAYMENTS. [1694]

**CHAMPAGNE "MONOPOLE."**  
HEIDSIECK & CO. REIMS.  
PURVEYORS to the IMPERIAL and ROYAL COURT at BERLIN  
and to the IMPERIAL COURT of RUSSIA.  
**CARLOWITZ & CO.,** Sole Agents.  
**LANE, CRAWFORD & CO.,**  
20 YEARS SOLE AGENTS FOR THE  
**PIANOS**  
ON  
**COLLARD & COLLARD.** [2-1893]

**DR. KNOX'S**  
**ANTIPYRINE**  
Patented  
"LION BRAND."  
In Powder and Crystals also in Drops of 5 grains.  
easily soluble in Water, Wine, etc.  
FEVER, RHEUMATIC & NEURALGIC AFFECTIONS.  
NERVOUS AFFECTIONS.  
**ARGONIN.**  
(REGISTERED TRADE MARK).  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solution. It possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

**CHINA EXPORT, IMPORT & BANK CO.,** Sole Agents for China.  
BEWARE OF SPURIOUS IMITATIONS. [245]

**INSURANCES.**  
**SUN INSURANCE OFFICE, LONDON.**  
FOUNDED 1710.  
The Underwriter, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
Hongkong, 16th May, 1893. [19]  
**SIEMSEN & CO.,** Agents.

**THE UNDERWRITER, HAVING BEEN APPOINTED AGENTS FOR THE ABOVE COMPANY, ARE PREPARED TO ACCEPT RISKS AGAINST FIRE AT CURRENT RATES.**  
**REUTERS, BROCKELMANN & CO.,** Agents.  
Hongkong, 21st April, 1893. [67]

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**  
The Underwriter, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
Hongkong, 20th May, 1893. [20]

**TRANSATLANTIC FIRE INSURANCE COMPANY HAMBURG.**  
The Underwriter, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
Hongkong, 16th November, 1892. [18]

**PHENIX FIRE OFFICE.**  
The Underwriter, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
Hongkong, 17th August, 1893. [21]

**SCOTTISH METROPOLITAN ASSURANCE CO.**  
The Underwriter, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
Hongkong, 17th August, 1893. [21]

**THE COMBINED ACCIDENT AND LIFE POLICY IS THE MOST ADVANTAGEOUS FORM OF INSURANCE.**  
A yearly premium of £28-2s. (age 30) secures the following—  
£20,000 in case of death by accident.  
£1,000 in case of natural death.  
£1,000 in case of permanent total disablement by accident.  
£200 in case of partial total disablement by accident.  
Accidents insured against for 24 and 22 per annum (2100) in case of death by weekly payments in case of injury.  
For further Particulars apply to  
**J. J. V. VERNON,** Agent.  
Hongkong, 8th June, 1893. [1320]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS at 31st December, 1892, £1,558,989 0s. 0d.

**THE STANDARD INDIAN BILLIARD TABLE.**  
THE STANDARD INDIAN BILLIARD TABLE.  
THE STANDARD INDIAN BILLIARD TABLE.  
Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.  
Price, complete, with accessories for Billiard—Rs. 1,450 per set.  
SPECIAL ADVANTAGE.  
We take all RISKS against Breakage.  
Send for our latest PRICE LIST  
To Hongkong Daily Press Office. [1566]

**MRS. STOCKHAUSEN**  
DRESS, MILLINERY, DRESS AND MANE MARK.  
28, QUEEN'S ROAD CENTRAL.  
LATEST NOVELTIES FOR SPRING AND SUMMER.  
Hongkong, 6th April, 1893. [1418]

**BOMBAY BURMA TRADING CORPORATION, LIMITED.**  
BANGKOK AND LANGKON.  
TEA, SPICES, FRUITS, BEANS, AND SUGAR, PLANTAINS, TONIC, AND GINGER, BOARDS, FLOORING, CEMENT, WALKING, &c. TRADING FOR ROOFING.  
PRINCE OF RAILWAY SHIPPERS for all Bales Supplied and Orders Booked by JARDINE, MATHESON & CO.  
Hongkong, 3rd May, 1893. [699]

**PORTLAND CEMENT.**  
**J. B. WHITE & SONS.**  
SOLE AGENTS FOR CHINA, HOLLAND, WINE & CO.  
HONGKONG, 11th April, 1893. [3901]

**MITSUBI BUSSAN KAISHA**  
No. 6, TOR HOUSE STREET, PRAYA CENTRAL.  
Head Office—Tokyo.  
Branch Office—London, New York, Bombay, Singapore, Shanghai, Tientsin, Hankow, and all Ports in Japan.  
Agents—  
Mike Coni Mines.  
Onoda Cement Works.  
The Onoda Cement Works.  
The Onoda Cement Works.  
The Onoda Cement Works.

**CARBONATED AERATED WATER.**  
Used for over 20 YEARS.  
Thoroughly reliable, preservative for Wood and Stone against White Ant, Decay, Fungus Rot, and Dampness.  
Sole Agents for China, LUTGENS, EINHORN & CO.  
Hongkong, 31st August, 1893. [728]

**TO LET.**  
OFFICES on First and Second Floors of No. 17, ARNOLD'S ROAD, CENTRAL, lately occupied by the Joint Telegraph Co. Rent Moderate.  
Apply on premises to  
M. K. WONG LOONG.  
Hongkong, 31st August, 1893. [1835]

**TO LET.**  
CONVENIENT OFFICES, 1st Floor, 18, BARRA BUILDINGS, HONGKONG.  
Apply to  
"F. B."  
Care of Hongkong Daily Press Office.  
Hongkong, 31st March, 1893. [76]

**TO LET.**  
APARTMENTS at Kowloon, with Board, Suitable for married couples or single gentlemen. "Tennis Court."  
Apply to  
MRS. HATHERLY,  
Islands, Kowloon.  
Hongkong, 17th June, 1893. [1306]

**TO LET.**  
FLAT in WILD DILL BUILDINGS.  
Apply to  
HUMPHREYS ESTATE & FINANCE CO., LIMITED.  
Hongkong, 29th August, 1893. [1392]

**TO LET.**  
THE SECOND FLOOR of No. 2, PEDDER'S STREET, Suitable for Offices.  
Apply to  
A. R. MARLEY.  
Hongkong, 28th July, 1893. [1580]

**TO LET.**  
"GREENMOUNT, BONHAM ROAD."  
Apply to  
GILMAN & CO., Agents.  
Hongkong, 7th July, 1893. [144]

**TO LET.**  
THE GROUND FLOOR of the "New Club" premises—the best business position in the colony. Suitable for High Class Shops or Offices.  
Apply to  
THE SECRETARY,  
A. S. WATSON & CO., Limited.  
Hongkong, 2nd September, 1893. [1850]

**TO LET.**  
FROM 1st OF NOVEMBER NEXT.  
THE WELL-KNOWN  
**BELLEVUE HOTEL,**  
NAGASAKI.  
For Particulars, apply to  
"A. D."  
Care of Koba Herald Office, Koba, Japan.  
1851

**TO LET.**  
"BEVERDE" 5 ROOMED BUN-  
LET, FURNISHED, for 6 months from 17th September.  
SEMI-DETACHED VILLA RESID-  
ENCES on BOWEN ROAD. (Now in course of erection).  
No. 12, SEVENTH TERRACE.  
No. 3, RIFLE TERRACE.  
No. 3, ELGIN STREET.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 5th September, 1893. [48]

**TO LET.**  
PRIVATE BOARD AND RESIDENCE  
Mrs. GILLANDERS.  
GLENVIEW BUILDINGS.  
Hongkong, 9th January, 1893. [1397]

**BOARD AND RESIDENCE.**  
COMFORTABLY FURNISHED  
ROOMS, with Board and Bath.  
Apply to Mrs. MATTHEW,  
2, Pedder's Hill.  
Hongkong, 1st January, 1893.

**WILLIAM LYSAGHT & SON.**  
WANGARUA MACHINERY GOVERNORS AND EN-  
GINEERING ESTABLISHMENT.  
1 to 3, CROSS LANE, Wanchai.  
[1893]

**A LARGE STOCK OF MACHINERY.**  
The best English and American, always on hand, such as Steam Engines, Steam Pumps, Steam Boilers, Steam Drives, Steam Presses, Steam Mills, Marine Engines and Boilers, Stationary Engines and Boilers, and all kinds of machinery.  
We are now prepared to execute orders for the building or repairing of all kinds of machinery, and to supply the best quality of materials at the lowest prices.  
WM. LYSAGHT & SON.  
Hongkong, 20th August, 1893. [2288]

**SIEN TING.**  
SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
[1893]

**TERMS VERY MODERATE.**  
Consultation Free.  
Hongkong, 23rd September, 1891. [723]

**DAVID CORSAIR & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG LAX  
CANVAS  
TARPULING  
ARNOLD, KARBURG & CO.,  
Sole Agents.  
[2886]

**NOTICE TO CONSIGNEES**  
QUEEN STEAMSHIP COMPANY.  
CONSIGNEES per Company's Steamer  
"ANTENOR"  
are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
downs of the Underwriter, in both cases it will  
be at Consignee's risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 31st inst.  
Goods undelivered after the 7th September  
will be subject to rent. All damaged Goods  
must be left in the Godowns, where they will  
be examined at 11 A.M. on the 7th September.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th August, 1893. [1532]

**"GLEN" LINE OF STEAM PACKETS.**  
FROM MIDDLESBORO, LONDON, AND  
STRAITS.  
The Steamship  
"GLENSHIRE"  
having arrived from the above ports, Consig-  
nees of cargo by her are hereby informed that  
their goods are being landed at their risk in the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon, whence delivery may be obtained.  
All optional cargo will be forwarded unless  
notice to this contrary be given before 3 P.M.  
TO-DAY.  
Cargo remaining undelivered after the 7th  
September will be subject to rent.  
Consignees are requested to present all claims  
for damages and/or shortages not later than  
the 14th September, otherwise they will not be  
recognized.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 31st August, 1893. [1842]

**NAVIGAZIONE GENERALE**  
ITALIANA  
(Torino and Rubattino United Companies).  
NOTICE TO CONSIGNEES.  
FROM BOMBAY AND SINGAPORE.  
THE Steamship  
"BORMIDA"  
having arrived from the above ports, Consig-  
nees of cargo by her are hereby informed that  
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JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 31st August, 1893. [1842]

**NOTICES TO CONSIGNEES**  
STEAMSHIP "LAOS."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
NOTICE.  
CONSIGNEES of Cargo from London or  
Amoy, Havre, or St. Nazaire, and  
Bordeaux or St. Maurice, Reunion, and  
Verdun, in connection with above Steamer,  
are hereby informed that their Goods, with the  
exception of Opium, Tobacco, and Valuables,  
are being landed and stored at their risks into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.  
Bills of Lading will be countersigned by the  
Underwriter.  
Goods remaining undelivered after TUES-  
DAY, the 8th September, will be subject to  
rent and landing charges.  
All Claims must be sent in to the on or before  
TUESDAY, the 8th September, or they will  
not be recognized.  
All Damaged Packages will be examined on  
TUESDAY, the 8th September, at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHATELAIN,  
Agent.  
Hongkong, 30th August, 1893. [2]

**OCEAN STEAMSHIP COMPANY.**  
CONSIGNEES per Company's Steamer  
"MENELAUS"  
are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
downs of the Underwriter, in both cases it will  
be at Consignee's risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 31st inst.  
Goods undelivered after the 7th September  
will be subject to rent. All damaged Goods  
must be left in the Godowns, where they will  
be examined at 11 A.M. on the 7th September.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th August, 1893. [1833]

**NOTICE TO CONSIGNEES.**  
THE P. O. S. N. Co.'s Steamer  
"PORMOSA."  
FROM LONDON, PORT SAID, SUEZ,  
AND STRAITS.  
Consignees of Cargo by the above named  
steamer are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
goods are landed.  
This vessel brings on Cargo—  
From Italy, ex *St. Thomas*.  
From London, ex *St. Thomas*.  
Optional goods will be landed here unless  
instructions are given to the contrary before  
3 P.M. TO-MORROW.  
Goods not insured by the 6th September, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 31st August, 1893. [1]

**NOTICE TO CONSIGNEES.**  
THE P. O. S. N. Co.'s Steamer  
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AND STRAITS.  
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**NOTICE TO CONSIGNEES.**  
THE P. O. S



